

OVERLAND CHINA MAIL.
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Prices (including Postage) to
any part of the world
9/6 per annum

The China Mail.

ESTABLISHED 1845

Farometer 29.73

Rainfall 0.03 inch.

Humidity 72

June 10, 1921, Temperature 80.

YOUR PRINTING
can safely be left with the
CHINA MAIL.
SATISFACTION ASSURED.
RELIABLE PRINTING.

June 10, 1921, Temperature 78

No. 18,281.

五拜禮

號十月六年一十二百九千一英

HONGKONG, FRIDAY, JUNE 10, 1921.

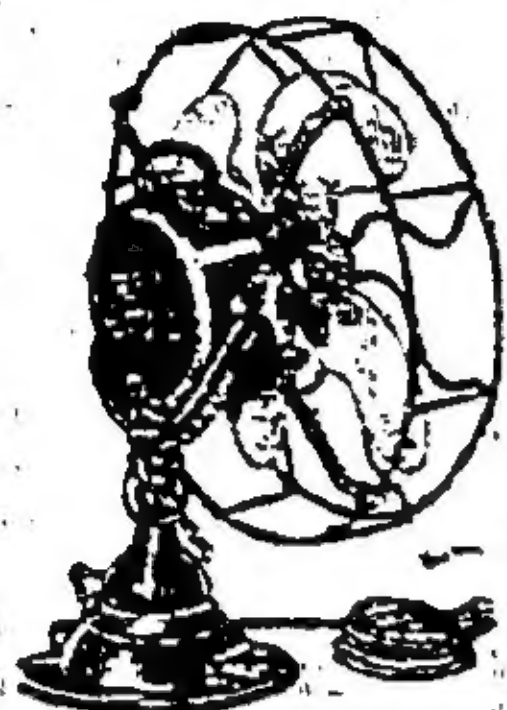
日五初月五酉辛次歲年十國民華中

PRICE \$3.00 Per Month.

BUSINESS NOTICES

FANS.

BE PREPARED FOR THE HOT WEATHER.
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)

Open and Closed

CARS FOR HIRE

TEL 482. in Hongkong and Kowloon. TEL 3552

Dana Textile Driving Belts,
Cycloid Ball Bearings,
Electric Motors,
Scientific Instruments.

FROM

THE DANISH CHINESE COMMERCIAL CO. LTD.

1A, Chater Road.

TO SMOKERS.

In spite of falling exchange and also
of higher duty, we can supply you
the following cigars at moderate prices.

LA TRAVIATA MANILA CIGARS

Excelentes - \$4.50 25s	R. Victoria - \$9.00 100s
Especiales - 3.50 25s	do. - 4.75 50s
Jockey Club - 4.50 25s	Londres - 4.50 100s
Perfectos - 3.00 25s	do. - 2.50 50s

TABAQUERIA FILIPINA,

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SOLE AGENTS:

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL 75.

DISCRIMINATING buyers look for a combination
of good taste and quality
when purchasing a
DIAMOND WRIST WATCH.
We have just received a
SPLENDID ASSORTMENT to meet
the most fastidious taste.
Every watch as SMALL as it is
is FULLY GUARANTEED.

J. ULLMANN & CO.
HONG KONG.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

PIKE GOODS TRADE.

REFERENCE IN PARLIAMENT.

REVIVED CHINA DEMAND INDICATED.

LONDON, June 9.

Replying to Sir Walter De Free the Rt. Hon. S. Baldwin declared there
was some evidence of a revival of demand for Lancashire cotton goods in
China and of an increasing ability by Chinese firms to take delivery of the
goods they ordered. He opined that this improvement should continue.

BORNEO CHINESE HAVE GRIEVANCE.

PETITION PARLIAMENT.

B.N.E. CO. TO EXPLAIN.

LONDON, June 9.

In the House of Commons at question-time it was stated that the
government had received a petition signed by 300 Chinese merchants in
North Borneo protesting that a British company had been granted exclusive
rights to cut timber. The government had requested the British North
Borneo company to furnish a report hereon, also a copy of the company's
reply to the petition.

AMERICAN ITEMS.

ORATORY AND OIL.

The Senate has adopted a resolution ordering an investigation of
Admiral Sims' speech.

Representations are expected to be made to Mexico immediately
regarding the increased petroleum tax.

A SMELLY POLICY.

NEW YORK, June 9.

The newspapers generally approve the way in which Mr. Hughes is
handling the Mexican situation. They emphasize the necessity of a regular
treaty, although the Democratic papers complain that the American
Mexican policy smells strongly of oil.

Despatches from Mexico quote a statement by President Obregon to
the effect that formal signature of the American-Mexican treaty as a con-
dition of recognition of Obregon's administration is impossible.

SINX FEIN AND RUSSIA.

A COMMERCIAL TREATY.

AWFUL REVELATIONS BY "WHITE PAPER."

LONDON, June 9.

A White Paper publishes documents captured in Dublin outlining a
proposed commercial treaty with the Russian Bolshevik republic and the
Irish republic. The treaty was to cover the period of a decade. It was
accompanied by a memorandum by De Valera, stamped "Dail Eireann 15/6
1920" recommending the treaty to the consideration of the cabinet and
suggesting terms to be designed as a lever to bring in portions of Ulster to
the side of the republic.

JAPAN AND CHINA.

UCHIDA TELLS MANCHESTER THE POLICY.

CHINA'S BIG CHANCE.

LONDON, June 9.

A "Japan number" of the *Manchester Guardian* contains a message
from Mr. Uchida emphasizing Japan's desire for peace and justice. It
declares that no nation is more interested than Japan is in a peaceful
Siberia and a united and prosperous China. The ruling motive of Japan's
policy in the Far East is to make secure her economic life. Peace in the
Far East is a condition and *sine qua non* for the attainment of this aim.
The formation of the consortium had opened up new vistas of peace and
prosperity for China and the harmonious co-operation of the nations con-
cerned. It only remains for China to awaken to the significance of the
new era and emerge from her factional feuds as a united nation strong and
rejuvenated.

WORRYING LLOYD GEORGE.

SIXTEEN NOTICES TO QUIT.

LONDON, June 9.

Heywood is the sixteenth seat lost to the Coalition government since
the general election. Mr. Hallis, the National Union of Railwaymen's
organiser at Nottingham, fought the by-election on the government's ex-
travagance in post-war and military adventures and the tragedy in Ireland.
The figures showed that many electors who abstained in 1918 voted. Mr.
Hallis secured the Irish votes.

CRICKET AT HOME.

VARIOUS RESULTS.

LONDON, June 9.

The Australian innings was concluded in weather bright and warm.
before 7,000 spectators. The Australians at 533 (for eight) declared.
Gregory's 78 included three sixes and seven fours.
Gloucestershire scored 166 for 6. D. Robinson contributing 61.
Surrey beat Northants by an innings and 341.

AMERICAN TEXTILE WORKERS.

LOSE CHAMPION.

FALL RIVERS, June 9.

John Golden, the President of the United Textile Workers of America,
is dead.

THE DOLLAR.

To-day's closing rate 2/6 7/8

To-day's opening rate 2/6 7/8

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

RESOURCES OF RUSSIA.

HELSINKI, June 9th.
According to the *Togoblast*, certain
British and German industrial interests
have concluded agreements to develop the
trade and to exploit the resources of
Russia, as a result of negotiations con-
ducted by M. Krassov, vice-minister in Berlin
recently, with Herr Hugo Stianes.
The journal adds that a systematic
reconstruction of Russia will be under-
taken in close touch with Russian dele-
gates. Lenin will reconstruct the Govern-
ment on a coalition basis.

CULTURE PEARL PERIL.

LONDON, June 9th.
At the annual conference of the
National Association of Goldsmiths, Mr.
Reicester stated that an instrument has
been invented which distinguishes be-
tween the Japanese culture pearl and the
real pearl. A test made, by means of
ultra-violet rays of 1,500 candle-power,
is said to have given excellent results;
the culture-pearl becomes yellow under
the rays.

HEYWOOD BY-ELECTION.

LONDON, June 9th.
The by-election at Heywood, Lancs.
due to Mr. Ullingworth's elevation to the
peerage, resulted as follows:—
Mr. Hallis (Labour) 13,439
Mr. England (Coalition Liberal) 13,125
Mr. Piestone (Liberal) 5,671

NEW DUTCH DIPLOMATS.

THE HAGUE, June 9th.
The Minister of Foreign Affairs has
asked the Second Chamber to grant credit
for the new diplomatic corps, namely, the
Minister to Mexico, the Consul-General
at Lima as acting Minister to Peru,
Ecuador and Bolivia; and the Consul-
General at Caracas for Venezuela and
Columbia. Provision will be made in the
1922 budget for the diplomatic needs in
Central American republics.

CALCUTTA DEEBY SWEEP.

LONDON, June 9th.
It now transpires that the second prize
in the Calcutta Derby Sweep, of the value
of £25,000, who came to Britain. The
winner was Mr. David Doig, a Dundee
jade merchant, who held four tickets.

M. VENIZELOS' NEW POST.

LONDON, June 9th.
It is understood that M. Venizelos will
shortly become Secretary-General of the
Federation of the League of Nations
Unions. He has declined the salary of
the post.

TRIENNIAL CHAMBERS CONGRESS.

LONDON, June 9th.
A meeting of the British Imperial Coun-
cil of Commerce has arranged that the
next Triennial Congress of the Empire
Chambers be held in London in 1922.
Lord Derby was elected President by 21
votes to 22.

BRITAIN'S LABOUR TROUBLES.

LONDON, June 9th.
The heavy labour clouds are showing
signs of lifting. The chief proceedings
in the coal dispute yesterday consisted of
a meeting at which the men submitted
written questions to the owners on mat-
ters requiring elucidation. After a dis-
cussion it was arranged that replies be
given at a conference to-day.
There is a prospect of the engineering
trouble being settled before the wage re-
duction notices operate. Trade Union
representatives saw Mr. Macnamara
yesterday, and will report to the confer-
ence at York to-day. A joint meeting of
cotton employers and the employed has
been arranged at Manchester for Friday.

DUTCH LITERATEUR.

LONDON, June 9th.
Louis Couperus, the foremost living
Dutch literateur, was the guest of honour
at a dinner given by Mr. Cecil Har-
nsworth in the House of Commons to-night.
He will be entertained by the Anglo-
Bataavian Society on June 15th.

ANGLO-JAPANESE ALLIANCE.

LONDON, June 9th.
Increasing attention is devoted to the
meeting of the Empire Premier. Im-
perial foreign policy is regarded as the
most important subject of discussion,
particularly, the Anglo-Japanese Alli-
ance.

Maj. the Hon. W. Ormsby-Gore, M.P., in
an article in the *Nineteenth Century*,
boldly urges the Premier to insist on
a public discussion of this item, and to
ask to hear the American and the
Chinese views before committing the
Empire to any decision. He advocates
that all cards be thrown on the table,
and the problem treated as a whole in
the full light of day. Major Ormsby-
Gore, anyhow, hopes that great facilities
for publicity would be afforded to the
proceedings.

"As the Peking Government
manifests no intention to maintain
the educational institutions of the
country and the funds that should
be used to support the universities
and colleges are being given to the
War Lords, President Sun Yat-sen
has telegraphed to the Headmasters,
professors and teachers inviting
them to come to Canton and continue
their educational work," says the
—*Canton Times*.

BUSINESS NOTICES

Raincoat Specials. FOR ONE WEEK.

Mattamie Raincoat	Reg. \$30.00	To-day \$25.00
Currie's Light & Heavy Quality.	Reg. \$48.50	To-day \$40.00
Anderson Heavy Quality	Reg. \$38.50	To-day \$30.00

All sizes in stock. All Coats are
guaranteed New Stock and Waterproof.

MACKINTOSH

& CO. LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road.

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"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Grasco Egyptian Tobacco Store.

Or from

The Gladale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

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TELEPHONE 2843.

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ALEXANDRA BUILDINGS.

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Best Machine in the World.

INSPECTION AT A. TACE & CO.

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WINE MERCHANTS.

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Tel. 636

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.
Public Auctions.

THE Undersigned have received instructions from the Locomotive of the China Mining & Siam Co. Ltd. to sell by Public Auction,

ON
THURSDAY, June 16, 1921
commencing at 11.30 a.m.

on the Premises of the
Lin Ma Hong Mine, Lin Ma Hong,
(Near Shatukok).

The Whole of the Machinery and
Plant of the above mine
Comprising:—

1. Six Stamp Battery,
- 1 Ore Crusher,
- 1 Wilder Table,
- 1 Monarch Table,
- 2 Hydra Ute Classifiers,
- 1 Ropeway,
- Shafts, Belting, Pipe Line, Pump
Wheels, etc., etc.

(To be sold in one lot).

Terms: Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, May 30, 1921.

THE WATER SUPPLY.

Level and Storage of water in reservoirs
on the 1st May, 1921.

CITY AND KOWLOON WATER WORKS.

LEVEL	1921	1920
Upper Reservoir (1st)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (2nd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (3rd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (4th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (5th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (6th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (7th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (8th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (9th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (10th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (11th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (12th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (13th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (14th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (15th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (16th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (17th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (18th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (19th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (20th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (21st)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (22nd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (23rd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (24th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (25th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (26th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (27th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (28th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (29th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (30th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (31st)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (32nd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (33rd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (34th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (35th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (36th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (37th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (38th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (39th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (40th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (41st)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (42nd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (43rd)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (44th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (45th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (46th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (47th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (48th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (49th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow
Upper Reservoir (50th)	11 ft. 11 in. Below overflow	11 ft. 11 in. Below overflow

Consumption of water in the City
and Hill District in millions and decimals
of gallons during the month of April.

Consumption	1921	1920
City	10,000,000	10,000,000
Hill District	10,000,000	10,000,000
Total	20,000,000	20,000,000

Constant supply to all districts during
period of both 1920 and 1921.

KOWLOON WATER WORKS LEVEL.

Upper Reservoir (1st) 11 ft. 11 in. Below overflow

Upper Reservoir (2nd) 11 ft. 11 in. Below overflow

Upper Reservoir (3rd) 11 ft. 11 in. Below overflow

Upper Reservoir (4th) 11 ft. 11 in. Below overflow

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Upper Reservoir (41st) 11 ft. 11 in. Below overflow

Upper Reservoir (42nd) 11 ft. 11 in. Below overflow

Upper Reservoir (43rd) 11 ft. 11 in. Below overflow

Upper Reservoir (44th) 11 ft. 11 in. Below overflow

Upper Reservoir (45th) 11 ft. 11 in. Below overflow

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for infants which keeps good in
quality during Hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of infants and (3) DESSERTS (3)
MILFORD-McGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Fleas, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summerdays, and
(4) JOHN CAHILL'S GOLDEN
FLEECE MAGIC and CINDERELLA
SOAPS for keeping everything clean in
Houses.

PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.

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Stamps.

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JAPANESE MAKERS.

Every kind of Footwear.
MADE TO ORDER.



CHERRY & CO.,

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Telephone No. 45.
Hongkong, March 30, 1914.

TANG YUK, DENTIST.

Successor to
the late SIEN TING.

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TERMS VERY MODERATE.

CONSULTATION FREE.

THE NEW FRENCH REMEDY.

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THERAPION NO. 2

THERAPION NO. 3

ALL THE FINEST CHINESE MEDICINES FOR THE TREATMENT OF ALL DISEASES.

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Recess



This Advertisement is issued by Westminister Tobacco Co., Ltd.

WEIHAIWEI.

FACTS AND RUMOURS.

HONGKONG GOVERNOR'S ERRAND.

Various reports have recently been
in circulation regarding the future of
Weihaiwei. The Shantung Tuchen,
according to a recent report referred
to by our Peking Correspondent, has
inquired of Peking whether it is or is
not willing to renew the lease, which,
according to him, is about to expire.
says the Peking and Tientsin Times.
Chinese newspapers in the South
have suggested that the recent un-
official visit of the Governor of
Hongkong to North China was con-
nected with an attempt to secure an
extension of British territory at
Kowloon in return for the retro-
cession of Weihaiwei. It need only
be remarked here, that if the British
Authorities ever contemplated any
such exchange they would hardly
judge the present a fitting
moment to suggest it, when Peking
possesses no control over Kwang-
tung, and an agreement with the
Peking Government to exchange
Weihaiwei for territory in that Pro-
vince would provoke intense anti-
British hostility. If the British
Government is prepared now, or in
the near future, to retrocede Wei-
haiwei to China, it would be a
blunder of the first magnitude to
do so under conditions which would
provoke the intense indignation,
rather than earn the gratitude,
of the Chinese people. It may be
doubted, however, whether the
moment is opportune to consider
the return of Weihaiwei to China.
The circumstances in which the
lease was obtained must be borne
in mind.

Weihaiwei was attacked and
occupied by the Japanese, during the
Sino-Japanese War, and by the Treaty
of Shimoda, was to remain in
Japanese occupation until the in-
demnities exacted by Japan had
been discharged. By the same
Treaty the Liaotung Peninsula was
ceded to Japan in perpetuity,
but the intervention of
Russia, Germany and France induced
Japan to relinquish her claim to this
territory in return for an additional
indemnity of 30,000,000. This
agreement was embodied in a Con-
vention signed on November 8, 1895.

In November 1897 a German
Squadron seized Kiaochow Bay, and
the German Government demanded
the cession of the port and surround-
ing territory for a naval station.
While China and Germany were
still negotiating, and the British
Government was in ignorance of
Germany's territorial demand, the Russian fleet was sent
to winter at Port Arthur (December
1897). Two British cruisers put into
Port Arthur the following month,
with the result that the Russian An-

bassador in London was instructed
to request their withdrawal in order
to avoid friction in the Russian
sphere of influence. The German
Convention was signed in March
1898, and immediately afterwards
Russia demanded the lease of Port
Arthur and Tientsin. A Con-
vention, leasing these ports to
her, for twenty-five years, was
signed on March 27, in spite of
vigorous protestation on the part of
the British Government. The latter
did not object to "the lease by Russia
of an ice-free commercial port con-
nected by rail with the Trans-Siberian
Railway" but emphasized that "ques-
tions of an entirely different kind
were opened if Russia obtained con-
trol of a military port in the neigh-
bourhood of Peking" and that the
occupation of Port Arthur would "in-
evitably be considered in the East as
a standing menace to Peking, and
the commencement of the break-up
of China." The Russian Government
gave assurances that it "had no
intention of infringing the rights
and privileges guaranteed by ex-
isting Treaties between China and
Foreign countries," but the British
Foreign Office could hardly regard
such assurances as satisfactory.

On February 25, 1898, the
British Minister at Peking notified
his Government that a Chinese
Minister "occupying an influential
position, had hinted that the Chi-
nese Government would offer a lease
of Weihaiwei to England, if he
thought the offer would meet with
a favourable response." Lord
Salisbury, the British Foreign Sec-
retary, replied that the policy of
the British Government was to dis-
courage the alienation of Chinese
territory, and that the proposal to
lease Weihaiwei was premature.
By March 7 he had reconsidered
his attitude, because "the influence
of Russia over the Government at
Peking will be so much increased
to the detriment of British inter-
ests, if Russia is to have a lease of
Port Arthur and Tientsin," and
on March 25, 1898 he instructed
the British Envoy at Peking that
"as the balance of power in the
Gulf of Pechihli is materially al-
tered by the cession of Port Arthur
to Russia, it is therefore necessary
to obtain a lease of Weihaiwei, on
terms similar to those for Port
Arthur." Japan concurred in the
proposal. The Chinese Government
agreed without demur. And on
May 24, fifteen days after the
Japanese evacuation, the British
flag was raised at Weihaiwei. The
Convention, leasing the territory to
Great Britain for so long a period
as Port Arthur shall remain in the
occupation of Russia, was signed
on July 1, 1898. It had been pre-
ceded (June 9) by a "43 Agreement"
which the Kowloon Peninsula was
leased to Great Britain for a term
of nine years, "before the
signature of the Weihaiwei Con-
vention Germany was notified (April 19)
that the British Government had "no

intention of injuring or calling in
question German rights or in-
terests in the Province of Shan-
tung, or of creating any difficul-
ties for the German Government
in that Province; and that in
particular it has no intention of
laying down railway communications
with the interior of the Province from
Weihaiwei or from the territory that
appertains to that Port." It is pro-
bable that when making this pledge,
the British Foreign Office was in
ignorance of the exclusive commer-
cial privileges obtained by the Ger-
man Government under the Kiaochow
Convention, the text of which was
not published until 1908.

It is clear, then, that Weihaiwei
was occupied by Great Britain solely
for the purpose of "offsetting the
menace to China's independence
and integrity brought about by the
occupation of the Liaotung Peninsula
by an alien Power. The terms
of the lease, strictly construed,
might have obligated Great Britain
to return Weihaiwei to China
immediately after the surrender
of Port Arthur to the Japanese.

The question, however, was never
raised by China, and the lapse of
fourteen years may well be regarded
as implying her tacit consent to
British occupation of the Weihaiwei
Territory for as long as Port Arthur
remains in other than Chinese hands.
Weihaiwei has never been fortified
by the British, and is never likely
to be. It is used as a Health Resort,
and a summer base for the British
Far Eastern Fleet, and its present
value lies in the fact that
it is a British Port in
North China to which the British
Fleet can be sent at any time with-
out fuss or question. With the
possessing of the Liaotung Peninsula

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The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, JUNE 10, 1921.

WAR WITH TURKEY?

Although Reuters' sensational message yesterday spoke of an official denial that British warships were going to Constantinople to help the Greeks, against the Turkish Nationalists, it does sometimes happen that the London newspapers, wrong in some details, get the right end of the stick, and there is nothing very improbable in the story they were telling. The Turks over and over again, thanks to the commitments of high finance, and also to certain religious embassies incidental to running an empire as large and as catholic as ours, have as the European "enfant terrible" been very indulgently treated on more than one occasion. Considering the policies freely voiced during the war by the Allies, and the mischievous effects of Turkey's pro-German participation, the demeanour of the Turkish delegates in London at the February-March conference debating the Treaty of Sevres as it affected the Levant was remarkable for its insouciance and aplomb. They were there to agree to nothing that did not promote "the freedom and independence" of Turkey. This, seeing that the Treaty of Sevres separated from the Sultan fully half of his territory in Asia Minor, looked like ignoring that treaty altogether. Apparently they recognized in the division arranged by the Allies by the ears, and themselves coming out with all to gain for the Angora Nationalists (negotiating separately with France at the same time in Paris) are cut off from the Mediterranean on the south, west by Italy and on the south east by

France, Mesopotamia and Armenia lying to the eastward of the Angora territory. The Supreme Council invited the Greeks to this conference, because they were occupying Thrace and Smyrna west of the Italian sphere, and had reluctantly consented to certain modifications of the Treaty proposed by the Supreme Council. The Armenians of Anatolia were also consulted. The Angora Turks were represented. The Greeks, by ousting Venizelos and taking back King Constantine, were partly responsible for the questioning of the Treaty, which the Turks were resisting at arms. France naturally could not trust Constantine to carry out the pledges of Venizelos, and began to negotiate a separate peace with the Turkish Nationalists, promising certain revisions of the Treaty that would have been favourable to the Turks. Italy, who had been foiled by Venizelos of much that she hoped for as a result of the war, was agreeable to revision, on the chance of getting more out of it. All we know of British policy is the meagre statements to Parliament by the Premier, but these included sufficient to lend colour to the latest stories. The Constantinople Government as set up by the Treaty was not to be repudiated, and the Greek mandates we had aided in bestowing must be upheld. Suggestions for changes must "come from others". They have come, from several others, and Britain seems to be in the position, diplomatically, of one being pulled many ways at once. Internal dissensions in Turkey come into the mix-up, the Sultan's cousin Osman Pasha having a following desirous of putting him on the throne. Italy and France are both rather "down on" the Greeks, the former because they had had to surrender much to the massacre of French soldiers at Athens in 1916, and because of their desire for peace with the Turks. Incidental-

ly, it should be mentioned that the Sevres Treaty has never been ratified. If Britain is now going to stand by Greece, and for the Treaty, there must have been some agreement with France and Italy of which we have not been told. Failing such unity, the story of British armed intervention is unlikely to be true.

LOCAL AND GENERAL.

The total output of the Kailash Mining Administration's mines for the week ending May 28, amounted to 94,855 tons and the sales during the period, to 65,706 tons.

Police Inspector Cashman returned from leave by the "Delta" this morning. He is looking very fit after nine months' absence in the picturesque south of Ireland.

Three cases of plague (two fatal) one of cholera (imported), one of small-pox (fatal), one of cerebro spinal fever (imported), and one of paratyphoid fever. All the cases were Chinese.

Silk exported from Canton to Europe and America since May 1920 ending May 1921 numbered 66,294 packages. Of this quantity 24,786 packages were consigned to Europe and 41,508 packages to America.

A farmer living in Tokyo (fuku) unearthed two safe bottles filled with ancient gold and silver coins while working in his field last month. The police allowed him to keep the treasure because of his claim that it was buried by his great grandfather. His ancestor's house stood on the site where the bottles were found until a flood washed it away last year.

Before Magistrate Orme (this morning), a Chinese charged with the unlawful possession of a quantity of non-Government opium contained in four pots bearing Government labels, said that he did not know that the opium was illicit. He bought the pots from a medicine shop in Chinatown. The Magistrate imposed a fine of \$40, and ordered the confiscation of the drug.

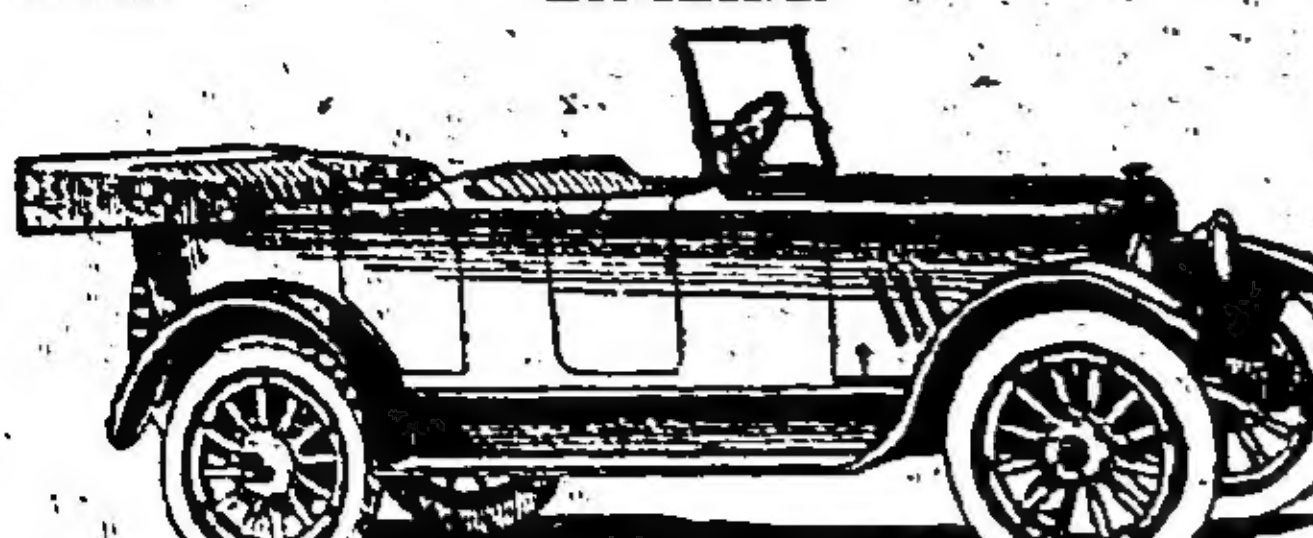
Among the passengers who arrived in Hongkong by the P. & O. "Delta" this morning were Commander W. R. Prieston, Lieut. Commander and Mrs. Owen, Surgeon Lt. Guthrie, Major C. G. Chapman, Captain W. H. Huddesph, Captain T. Drever, Lieutenants C. E. Dodd, J. P. Kidston and S. M. Row, Pay-Lieut. R. V. Webb, Sub-Lieut. R. G. Wyndham, fifteen C.P.O.'s and 126 Naval ratings.

Mr. Justice Darling, in the Court of Criminal Appeal, said the ten commandments were not apporportioned by geographical limits. It was just as bad to steal in Australia as it was in England. Otherwise one might hear a criminal saying, in Kipling's words:

"Ship me somewhere East of Suez, Where the best is like the worst, Where there aren't no ten commandments," etc.

A well-attended whist drive was held at the Catholic Men's Club last evening. There were 146 players present and the following were the prize-winners: Ladies: 1. Mrs. Pile (168); 2. Mrs. Sandford (166); 3. Mrs. Palmer (165); 4. Mrs. Pile (163); 5. Mrs. Sandford (166); 6. Mrs. Palmer (165); 7. Mrs. Pile (163); 8. Mrs. Sandford (166); 9. Mrs. Palmer (165); 10. Mrs. Pile (163); 11. Mrs. Sandford (166); 12. Mrs. Palmer (165); 13. Mrs. Pile (163); 14. Mrs. Sandford (166); 15. Mrs. Palmer (165); 16. Mrs. Pile (163); 17. Mrs. Sandford (166); 18. Mrs. Palmer (165); 19. Mrs. Pile (163); 20. Mrs. Sandford (166); 21. Mrs. Palmer (165); 22. Mrs. Pile (163); 23. Mrs. Sandford (166); 24. Mrs. Palmer (165); 25. Mrs. Pile (163); 26. Mrs. Sandford (166); 27. Mrs. Palmer (165); 28. Mrs. Pile (163); 29. Mrs. Sandford (166); 30. Mrs. Palmer (165); 31. Mrs. Pile (163); 32. Mrs. Sandford (166); 33. Mrs. Palmer (165); 34. Mrs. Pile (163); 35. Mrs. Sandford (166); 36. Mrs. Palmer (165); 37. 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MERCURY MOTOR CAR CO.
59-61 Des Voeux Road Central,
HONGKONG.



TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

COMMERCIAL AVIATION.

IMPORTANCE OF INTER-EMPIRE COMMUNICATION.

LONDON, June 10.

Strong points in favour of inter-empire air communications were made by Major General Sir Frederick Sykes, Controller-General of Civil Aviation, in a speech at a city banquet. He said that the Government was trying to put aviation on a commercial footing because it would give a tremendous advance to inter-communication; especially within the Empire. Air supremacy could not be obtained by building up unproductive military fleets but by expanding trade and facilitating travel. He hoped that commercial aviation would fulfil a similar part in the country's prosperity as the mercantile marine had. They looked for assistance from the Dominions who were not hampered by the spirit of conservatism which was apt to retard progress in Britain. The strength of the British Empire depended on good communications, and air transport unhampered by foreign frontiers would give the Empire essential powers for direct, supple, and speedy inter-communication which the ship and rail had hitherto shown to be vital.

NAVAL APPOINTMENTS.

WELL-KNOWN CHINA ADMIRAL'S NEW POST.

LONDON, June 9.

The following naval appointments are announced:—Rear-Admiral Edward Kiddle Superintendent of Chatham, Rear-Admiral MacLachlan Commander of the Yangtze, and Rear-Admiral Luce Superintendent of Malta.

[Rear-Admiral Kiddle served in the "Sapphire" during the Franco-Chinese War. He was Lieut.-Commander in the "Bardeur" in China during the Boxer Revolution, commander in the "Albion" in China from 1901 to 1904, captain of the "Astrea" in China from 1911 to 1912. He took Prince Alexander of Teck and Mission to Bangkok to attend the coronation of the King of Siam. In 1913 he was Flag Captain in China, H.M.S. "Minotaur." Joining the Grand Fleet in 1915 he was captain of the "Revenge" until 1917. He was present at the Battle of Jutland. From February of 1917 until November of 1918 he was captain of the "Marlborough." Rear-Admiral MacLachlan has been with the Reserve Fleet "Rosyth" since 1920. Rear-Admiral Luce was in command of H.M.S. "Glasgow" in the action off the Falkland Islands, Coronel, and Juan Fernandez.]

FRENCH NAVAL PROGRAMME.

NO MORE BATTLESHIPS TO BE BUILT.

PARIS, June 10.

In the Chamber of Deputies, M. Denise in reply to a question said that the naval committee had outlined the programme for 1921-22 consisting of six light cruisers, twelve destroyers, twelve torpedo boats, 36 submarines and the conversion of the battleship "Bearn" into an aeroplane carrier at an approximate cost of 1,416,000,000 francs. Parliament would presently be asked for credits for the 1921 instalment of the above specified on June 6. He pointed out France's inability to emulate Japanese, British and American naval development, and advocated abandonment of the construction of battleships in consequence of a great foreign expert's opinion that they were too vulnerable to submarine attack.

U.S. IMMIGRATION RESTRICTIONS.

ONUS THROWN ON SHIPPING COMPANIES.

WASHINGTON, June 9.

The Commissioner of Immigration has announced that responsibility for bringing immigrants to the United States in excess of the quotas allowed each nationality must be placed on the steamship companies.

GREEK KING TO VISIT SMYRNA.

ATHENS, June 9.

It is officially announced that the King goes to Smyrna on June 11, accompanied by the Crown Prince, the Premier, and the Minister of War.

NEW SHIPPING BOARD CHAIRMAN.

WASHINGTON, June 9.

Mr. Albert Lasker, of Chicago, has accepted the chairmanship of the Shipping Board.

7,000 YEARS OLD.

HOUSES FOUND AT VEVEY.

PREHISTORIC LAKE DWELLINGS.

The three months' drought on the Swiss glaciers has caused the water of the lakes to sink so low that prehistoric lake dwellings are visible at several places.

At Greng, near the Lake of Morat, the remains of a large settlement can be seen while by Lake Neuchâtel, and near Morges, on the Lake of Geneva, other interesting relics are clearly visible.

These Swiss lake dwellings, which were revealed to the world in 1854 by a drought similar to the present one, are believed to have been built as long as 7,000 years ago. From about 5,000 B.C. people lived in them down almost to historic times. The structure which supported the wooden platforms on which the dwellings

were built was made of piles driven into the bottom of the lake.

The platforms were fastened by wooden pins and the huts made of wood and clay, with hearths of flat slabs of stone. Bark, straw, reeds, or rushes formed the thatched roof. The huts, which were partitioned into rooms, varied in size from 20 ft. long by 12 feet wide to 27 feet long by 22 feet wide.

The Morges village, one of the largest in the Lake of Geneva, was 1,200 ft. long and 150 feet wide. Numerous relics have been found in the peaty accumulations below the villages, showing that the inhabitants used stone, bronze, bone, wood, and occasionally iron for their cooking and hunting implements. Burnt wheat, barley, fruits, and bones of oxen, swine, sheep, dogs, horse, hare, bear, bison, and other animals were also found.

Similar lake dwellings have been excavated at Glastonbury, in Somerset.

A VISION OF EMPIRE.

Periodic meetings for consultation between the Prime Ministers of the Empire will still be indispensable, however freely they may be able to talk to each other by telephone. The difficulty about these meetings is the time that it takes to come to and go from them. Quick transport is what is needed; and quick transport must be air-transport. Far too little has been made of this potentiality of civil aviation. Nothing but air transport can save the periodic meetings of British Prime Ministers from entailing a prodigious waste of time. If Captain Guest, the new Secretary of State for Air, will make this fact the guiding principle of his policy he will confer untold benefits upon the British peoples. —*The Times*.

There is trouble, so they say, in the air—
There's a strike in Mandalay.
They declare:
And at once the sky is hidden:
By the aeroplanes bestridden.
By the bigwigs who are hidden
To be there.

There's an envoy from Samoa
(And the Jews),
There's a Himalayan Noah
Who has views;
Culled from Tynemouth to Tahiti,
Eker Statemen sit in treaty.
With the rich and ever meaty
Billy Hughes.

Air that has to come by cable
Isn't hot.
And it loses round a table.
Quite a lot;
Out of date the code of Morse is—
We must mobilise our forces.
And assemble our resources
On the spot.

Are the Bolsheviks in Estonia.
Now astir?
Is it strikes in Caledonia
That occur?
Commander all Handley-Page's,
Pay the pilots double wages,
And bring in the Empire's sages
To confer.

Luelo, in the Manchester
Guardian.

SUPERSTITIONS.

A LOVE CHARM.

If a girl puts a piece of southernwood, otherwise wormwood, down her back she will marry the first boy she meets. In some localities it is thought she must put the southernwood in her shoe. Another variation of the superstition is that any marriageable woman who puts a piece of southernwood under her pillow at night will marry the first man she meets in the morning. But as a rule the magic is supposed to work for young people only and for that reason in many localities southernwood is known as "boy's love."

This superstition is particularly common in New England, though met with all through the country, and its pedigree reached back to the days when the marble pillars of the temples of Artemis gleamed from the flex woods upon the Grecian hills. For the genus of plants to which southernwood belongs was known to the ancients as Artemisia, being dedicated to the goddess Artemis, with whom the Latins afterwards identified their Diana—and is known by that name to botanists to-day.

Now one of the functions of Artemis was to care for adolescent boys and girls. To her they sacrificed their hair upon attaining maturity and to her did the girls offer up their garments, and the playthings of their childhood when they were about to be married, wearing wreaths of southernwood—or its Grecian cousin. Thus the maiden who wore the southernwood was about to marry a youth; and though no temples of Artemis shine upon New England hills the favourite plant of the goddess still works its charm in the minds of the superstitious and is known as "boy's love."

The directors of the Canton Chamber of Commerce have been invited by the Head of the Public Utilities Department to a conference to discuss the introduction of a uniform system of weights and measures for business transactions in Canton.

"Just to keep pace with the progress of time," says a Canton vernacular paper, more than 2,000 tailors are threatening to strike on July 1 if their demand for an increase in wages is not granted by the employers. "Owing to the rapid changes in fashion, especially in feminine wear," says the *Canton Times*, the tailors in Canton are enjoying very lively business, but the charge they ask for making a dress is seldom more than \$1. Now a definite scale for the different kinds of dresses and other articles has been drawn up by the tailors and presented to their employers with a threat that unless their demands are granted a general strike will be declared.

TO-DAY'S NEW ADVERTISEMENTS.

G. R.

SALE by tender of W.D. Vessel "HERCULES"

TENDERS are invited for the purchase of the above named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

Tender forms to reach the Ordnance Office, not later than 12 noon 12th July, 1921.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are:—
Steam vessel.
Displacement (tonnage) 170.
Length... 85 feet.
Beam... 11 feet 2 inches.
Depth... 10 feet 3 inches.
Horse Power... 350.
Knots... 10.
Working pressure per square inch... 150 lbs.

Engines by Cox & Co., Falmouth.
Vessel built at Falmouth.
Construction of vessel. Wood up to water line, iron plated above.

Approximate carrying capacity—
25 Tons or 100 Passengers.
E. G. SPINKS, CAPTAIN,
Ordnance Officer.

R. A. O. C. Depot,
Queen's Road East,
Hongkong, June 10, 1921.

HONGKONG JOCKEY CLUB.

Larson Subscription Grifflins.

MEMBERS wishing to subscribe for one or more Larsson Subs for the Official Meeting 1922, (if obtainable at about the same price as last year—i.e. \$200)—will please apply in writing to the undersigned, or sign the List posted in the Hongkong Club, Jockey Club Stables and the Coffee Room at the Race Course.

As owing to political troubles in Mongolia there may be difficulty in obtaining poles, an early application is considered advisable, and it is proposed to close the List on June the 23rd.

H. BIRKETT,
Clerk of the Course.
Hongkong, June 10, 1921.

St. John's Cathedral

THURSDAY,
June 16th,
at 9.15 p.m.

ORGAN RECITAL

Vocalist:
Miss Jean Lawson.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE . . . 25 cts. PER COPY.

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IMPORTS AND EXPORTS OFFICE.

THIS OFFICE will in future be entirely CLOSED on SATURDAYS at 1 p.m. N. L. SMITH, Superintendent, Imports and Exports, Hongkong, June 9, 1921.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (United Netherlands Navigation Co.)

HOLLAND-OOST AZIE LIJN. (Holland-East Asia Line.)

NOTICE TO CONSIGNEES

From: HAMBURG, ROTTERDAM, LA ROCHELLE PALICE, LISBON, GENOA & SINGAPORE.

THE Steamship "BRIELLE"

having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th June, 1921, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 18th June, 1921, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, General Agents, Hongkong, June 10, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

on FRIDAY, June 17, 1921, commencing at 5.30 p.m.

at Ah King's Slipway, Praya East, The Auxiliary Sailing Boat,

"BONAMI,"

Length . . . 31' 3"
Beam . . . 8' 5"
Depth . . . 5' 10"

Fitted with one 8 H.P. Eagle Kerosene Motor

and One Dinghy with small Motor.

(Together with all gear etc., to be sold in one lot as she lies at the above Slipway).

Terms:—Cash on delivery.
LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction

on MONDAY, June 13, 1921, commencing at 11 a.m.

at their Sales Rooms, Daddell Street:

11 cases Compound White Pine Cough Syrup,

45 cases Eucalyptus Oil,

400 gross Black Metal Fastener Buttons,

200 gross Grey Metal Fastener Buttons,

3 cases Straight Razors,

2 cases Rubber Boots,

15 rolls Triangular Wire Mesh,

2 Oscillating Fans, 16"

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, June 10, 1921.

NOTICES.

ALWAYS SOMETHING NEW

TO BE SEEN AT

LANE, CRAWFORD'S



The New Washing

SHIRTS & SKIRTS

now on show featuring the

Latest Smart Styles in

Striped Cotton Garbardines,

Crepons, etc. are ideal for all

Sports Wear.

Trustworthy in every way and stamped with such excellence of cut, make and material. These Garments are the last word in Utility, Durability and all-round value.

NEW RECORDS

3301	WHISPERING	IF A WISH COULD MAKE IT SO
2905	SWANEE	MYSTERY
3322	AVOLON	JAPANESE SANDMAN
2982	IN OLD MANILA	OURAN MOON
2955	LOVE-NEST	SONG OF THE ORIENT

ANDERSON'S

Maximum Output.

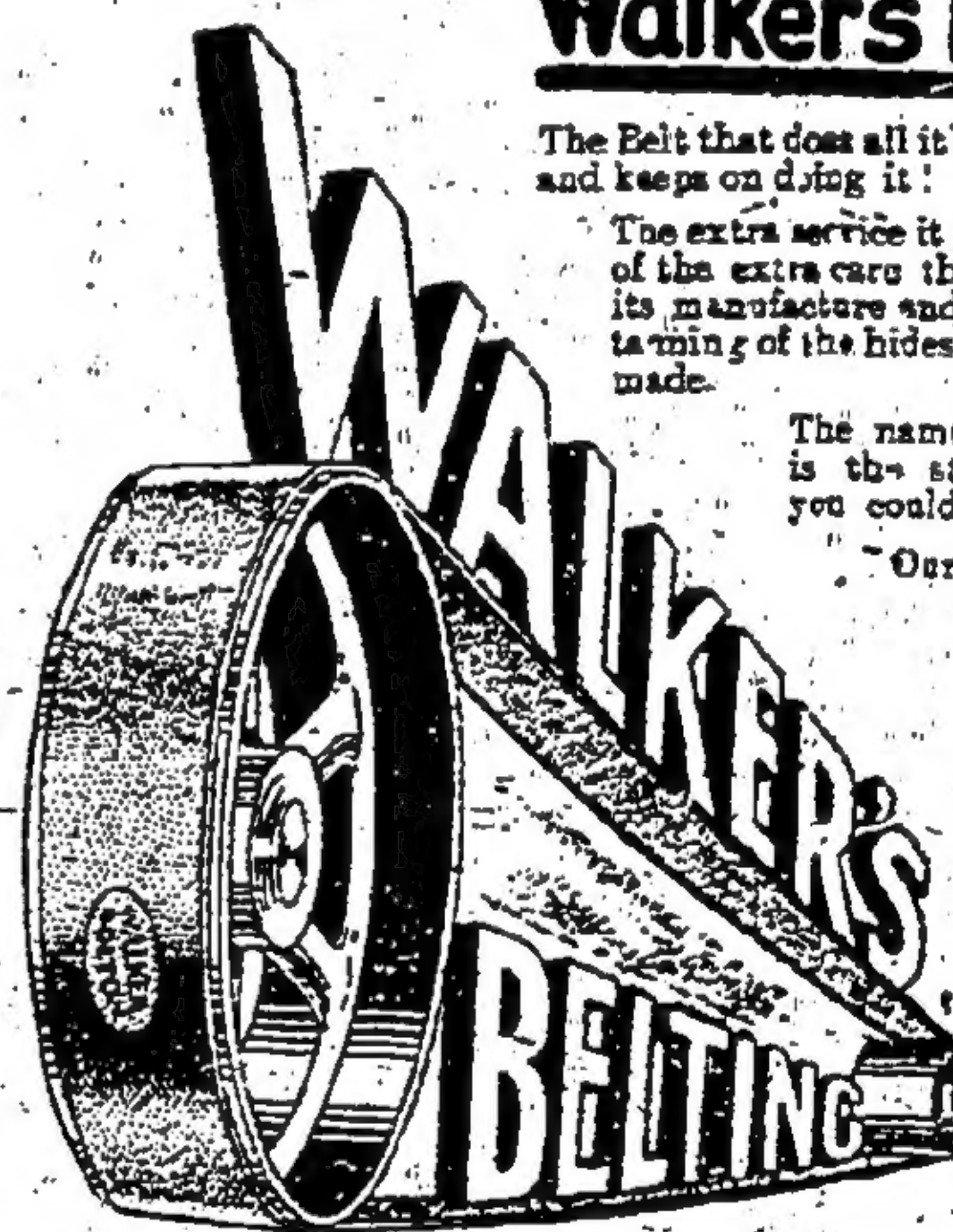
The amount of production is materially affected by the Belting you use on your machine. The conditions of industry to-day demand an increased output to balance the shorter hours worked, and to get this you must have belts that are made for the purpose. There must be no haphazard method employed in the manufacture of Belting if it is to be depended upon to transmit, day in and day out, an ample and regular amount of power. For every class of Drive we make a special type of

Walker's Belting

The Belt that does all it is intended to do—and keeps on doing it!

The extra service it gives is a reflection of the extra care that is displayed in its manufacture and the selection and tanning of the hides from which it is made.

The name "Walker Belting" is the strongest guarantee you could wish for. Our experience of over 36 years is at your disposal.



Wm. Walker & Sons, Ltd.
BOLTON, England.

BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

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WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

1, QUEEN'S ROAD, CENTRAL HONGKONG

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings - To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. from Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-CANTON LINE

To Macao - Daily at 8 a.m. and 8 p.m. (Sundays at 8 a.m. only). From Macao - Daily at 8 a.m. and 8 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Teo, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to
NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

FIGURE having been re-opened for traffic, cargo is also accepted for this port via through Bills of Lading.

FOR VENICE, BRINDISI, AND TRIESTE.
Via SINGAPORE, PENANG and COLOMBO.

S.S. "AQUILA" - Sailing on or about 13th June.
S.S. "SIRON" - Sailing on or about 20th June.

FOR SHANGHAI

S.S. "CILICIA" - Sailing on or about 26th June.
Passenger Logage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM

CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to -

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG - Monthly direct service via Singapore and Port Said.

SIAM MARU - Friday, 24th June.

SUENOS AIRES - Rio de Janeiro, Santos, Maritima, Buenos Aires & Cape Town via Singapore.

CANADA MARU - Tuesday, 14th June.

BOMBAY & COLOMBO - Regular fortnightly service via Singapore.

KANAKO MARU - Wednesday, 29th June.

ORILL & BANGKOK VIA SAIGON & SINGAPORE - Regular Monthly service.

SHISEN MARU - Friday, 1st July.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE - Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA - Via Shanghai and Japan - Regular fortnightly passenger service (calling at intermediate ports in Japan) taking cargo to OCEANIC POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

ALA MARU - Thursday, 16th June.

ARIZONA MARU - Wednesday, 23rd June.

NEW YORK - Via PANAMA.

AGUARD MARU - Thursday, 23rd June.

NEW ORLEANS - Via SUEZ.

JAPAN PORTS - Moji and Kobe.

KEELUNG via SWATOW & AMOY - These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. Wharf near the Harbour Office.

KAIYO MARU - Sunday, 13th June.

TAKAO via SWATOW and AMOY.

SHIMU MARU - Thursday, 16th June.

For sailing dates and further particulars please apply to -

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN R.R. CO., LD. & CHINA MUTUAL S.N. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF MADRAS" - Via Suez Canal - 12th June.

"DEUCLIN" - Via Suez Canal - 7th July.

"CITY OF NORWICH" - Via Suez Canal - 12th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON

REIMS & CO., CANTON.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI AND TIENTSIN	CHUAN	June 12, at 10 a.m.
SWATOW & BANGKOK	CHUAN	June 14, at 10 a.m.
SHANGHAI AND FUKUO	CHUAN	June 16, at 10 a.m.
SHANGHAI AND TIENTSIN	CHUAN	June 18, at 10 a.m.
AMOI, MANILA, OBU & ILOILO	CHUAN	June 14, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 16, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 18, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 20, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 22, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 24, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 26, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 28, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	June 30, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 2, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 4, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 6, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 8, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 10, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 12, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 14, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 16, at 4 p.m.
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SHANGHAI AND TIENTSIN	CHUAN	July 22, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 24, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 26, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 28, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	July 30, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 1, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 3, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 5, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 7, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 9, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 11, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 13, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 15, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 17, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 19, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 21, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 23, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 25, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 27, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 29, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	August 31, at 4 p.m.
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SHANGHAI AND TIENTSIN	CHUAN	December 29, at 4 p.m.
SHANGHAI AND TIENTSIN	CHUAN	December 31, at 4 p.m.

SHANGHAI LINE - PASSENGERS, MAIL AND CARGO. Excellent saloon accommodation, staterooms, dining room, and smoking room. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Hongkong to England.

VIA SEASIDE, NARASAI, (M) Ke Yokohama, Vancouver & Montreal.

PACIFIC STEAMER

FROM HONGKONG

TO ENGLAND

ATLANTIC

FROM CANADA

TO ENGLAND

ATLANTIC

FROM CANADA

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P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"FLASSY"	7,348	14th June	MASSILLON, LONDON & A'warp.
"DUNERA"	5,400	18th June	Singapore, Colombo & Bombay.
"DELTA"	8,000	25th June	MASSILLON, LONDON & A'warp.
"SYRIA"	7,000	23rd July	MASSILLON, LONDON & A'warp.
"KALIAN"	9,000	6th Aug.	MASSILLON, LONDON & A'warp.
"KASHMIR"	9,000	19th Aug.	MASSILLON, LONDON & A'warp.
"KHYBER"	9,000	2nd Sept.	MASSILLON, LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	6,836	16th June	Calcutta, via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWA"	7,000	25th July	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"EASTERS"	4,500	26th June	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	11th June	Shanghai.
"SYRIA"	7,000	at Noon	Shanghai and Japan.
"KALIAN"	9,000	6th July	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket from Singapore to Calcutta or Madras.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and books, etc., apply to
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E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS, viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

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SEATTLE & VICTORIA OR VANCOUVER via Manila.

Keelung, Shanghai & Japan ports.

Cargo to Overland points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omit Keelung) ... Friday, 17th June, at 11 a.m.

KASHIMA MARU (omit Manila) ... Tuesday, 14th July, at 11 a.m.

SUYA MARU ... Friday, 29th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang

Colombo, Suez, Port Said & Marseilles.

SHIDZUKA MARU ... Friday, 24th June, at 11 a.m.

KAGA MARU ... Friday, 8th July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM

TSUYAMA MARU ... First half of July.

BYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK via PANAMA

ROBA MARU ... Friday 24th June.

TAKEOTO MARU ... Beginning of July.

SOUTH AMERICAN PORTS via Cape

AWA MARU ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

TAISUO MARU ... Saturday, 11th June.

CAICUTTA MARU ... Tuesday, 26th June.

CAICUTTA & RANGOON via Singapore & Penang.

PERANG MARU ... Wednesday, 22nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

YOKOHAMA MARU ... Thursday, 16th June, at 11 a.m.

RANGOON MARU ... Wednesday, 15th June.

For further information apply to
NIPPON YUSEN KAISHA
S. YASUDA, Manager.
Telephone No. 222.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China & Japan Conference.)

Regular monthly service between

YOKOHAMA, KOBE, DAIREN, SHANGHAI, HONGKONG, MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers	Loading	For	Sailing
ALCHIEA	July	Amsterdam & Hamburg	1st July
BRILLIANT	August	Rotterdam & Hamburg	6th August
BAJAN	September	Amsterdam & Hamburg	4th Sept.
TJIMANORE	October	Rotterdam & Hamburg	2nd Oct.

For full particulars please apply to:-

JAVA CHINA JAPAN LYN.

General Agents, York Buildings.
Telephone No. 1574.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

June 6th, 1921.

Butcher Meat.

Beef Sirloin, -Mal Long Pa	lb. 30
Prime Cut	21
Corned, -Ham Ngau Yuk	23
Roast, -Shiu	20
Breast, -Ngau Nam	16
Loose, -Tong Yuk	16
Steak, -Ngau Yuk Pa	20
Steak Sirloin, -Ngau Lau	31
Sausages, -Ngau Cheung	15
Salmon, -Ngau No per set	10
Tongue, fresh, -Ngau Li each 50	
Tongue, corned, -Ham Ngau Li	each 50 cents

Head, -Ngau Tau, each 80

Heart, -Ngau Sam, lb. 13

Hump, Salt, -Ngau Kin, lb. 18

Feet, -Ngau Keuk, each 10

Kidneys, -Ngau Tin, lb. 9

Ngau Mid, lb. 18

Liver, -Ngau Koon, lb. 13

Tripe (untrimmed), Ngau To lb. 5

Alves' Head and Feet, -Ngau-tai

each 100

Mutton Chop, -Young Pui Kwai lb. 33

Leg, -Young Pui, lb. 33

Shoulder, -Young Shau, lb. 28

Saddle, -Young On Yuk, lb. 33

Pig's Chikings, -Chu Cheung, lb. 33

Brains, -Chu No, per set 8

Feet, -Chu Keuk, lb. 15

Fry, -Chu Chap, lb. 16

Head, -Chu Yau, lb. 15

Heart, -Chu Sam, each 10

Kidneys, -Chu Yiu, each 10

Liver, -Chu Kon, lb. 13

Port Chop, -Chu Pui Kwai, lb. 25

Leg, -Chu Pui, lb. 20

Lois, -Chu Hui Tin, lb. 24

Fat or Lard, -Chu Yau, lb. 23

Sheep's Head and Feet, -Young

Tau, each 70

Heart, -Young Sam, each 10

Kidneys, -Young Yiu, each 10

Liver, -Young Kon, lb. 13

Sheep's Legs, to order, -Chu Tai, lb. 24

State, Feet, -Shang Ngau Yau, lb. 32

Mutton, -Shang Young Yau, lb. 32

Veal, -Ngau Tai Yuk, lb. 30

Sausages, -Ngau Tai Cheung, No. 1, lb. 28

Fish.

Sardel, -Ka Yu, lb. 12

Bream, -Pin Yu, lb. 14

Antoon Fresh Water Fish, -Hoi Sin Yu, lb. 18

Carr, -Li Yu, lb. 24

Outfish, -Chik Yu, lb. 16

Outfish, -Mau Yu, lb. 16

Outfish, -Hui Yu, lb. 16

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Outfish, -Mau Yu, lb. 16

Outfish, -Hui Yu, lb. 16

Poultry.

Chickens, -Kai Tau, lb. 38

Cape, Small, -Sin Kai, lb. 34

Cape, Large, -Sin Kai, lb. 38

Duck, -Ap, lb. 26

Doves, -Pan Kau, lb. 26

Eggs, Hen, -Kai Tau (cooking) per doz. 22

Eggs, Hen, -Kai Tau (fresh) per doz. 22

Fowls, Canton, -Kai, lb. 42

Fowls, Hainan, -Hoi Nam Kai, lb. 34

Geese, -Nyo, lb. 22

Pigeons, Canton, -Pak Kap, each 40

Bohows, -Hoi Hau Pak Kap

Turkeys, Cook, -Fo Kai Kung, lb. 38

Turkeys, Hen, -Fo Kai Na, lb. 60

Salp, -Sha Tau, lb. 26

Pheasant, -Shan Kai, lb. 26

Quail, -Om Chiu, lb. 26

Partridges, -Che Kiu, lb. 26

Fruits.

Almonds, -Hang Yau, lb. 60

Apples, (California), -Kam Shan, lb. 45

Bananas, (India), -Macao, -San

Hong Chiu, lb. 5

Carambola, -Young To, lb. 10

Cocconuts, -Yi Tau, each 10

Lemons, China, -Ling Mung, lb. 8

Lemons, (America), -San Shan

Ling Mung, each 8

Lichees, Dried, (small stone), lb. 25

Oranges, (Canton), -Sweet, lb. 20

Shan-sheng Tin Chang, lb. 24

Oranges, Tin Chang, lb. 24

Pears, (Canton), -Shu Li, lb. 12

Peanuts, -Fa Shang, lb. 12

Perseimons, Large, -Hung Tau, lb. 6

Plantain, -Tai Chiu, lb. 16

Pomelo, -Shan, -Taim Lo Yau, each 16

Walnuts, -Hop To, lb. 14

Grapes, -Po Tai Tau, lb. 14

Vegetables, &c.

Artichokes, -Ah Chi Cheuk, each 4

Beans, Sprout, -Nga Tau, lb. 4

Long, -Yan Eok, lb. 12

Beet Root, -Hung Tai Tau, each 6

Bitter Squash, -Fu Kwa, lb. 6

Brijala, Green, -Ching Yau Kwa, lb. 5

Red, -Hung Koo, lb. 5

Cabbage, Chinese, (common), lb. 4

Kai Tai, lb. 4

(Shanghai) -Yi Tau, lb. 14

Cane Shoots, bunch, -Kau Shun, lb. 10

Cauliflower (Large), -Yi Tau, each 10

(Medium), lb. 10

(Small), lb. 8

Carrots, -Kam Shun, lb. 8

Celery Chinese, -Tong Kan Tai, lb. 5

Chilies, Dried, -Kon Lai, lb. 25

Rad, -Hung Fa Chiu, lb. 20

Green, -Ching Lai Chiu, lb. 20

Curry Stiff, English, -Ka Li Chiu, lb. 10

Cumbers, -Ching Kwa, each 2

Garlic, -Sun Tau, lb. 5

Ginger, young, -Sun Tau, lb. 7

Ginger, old, -Lo Kung, lb. 8

Horseradish, Shanghai, -Lai Kan, lb. 20

Indian Corn, -Shuk Mai, each 6

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HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

SHIPPING.

LIFE-SAVING PISTOL.

THE LATEST DEVICE FOR SHIPS AT SEA.

"I am glad to note that your capital life-saving apparatus is surely if slowly, making its way in public appreciation. The British Admiralty would count itself disloyal to its traditions if it did not studiously overlook the merits of a new invention. Otherwise I should have thought that by this time the grandmothers who are nicknamed 'My Lords' would have adopted your rocket scheme for such coastal work as the coastguards and adjacent men-of-war of small displacement are repeatedly being called upon to discharge. The Trinity House also lags intolerably in the rear of things. But the papers are just now so filled with beer and religion that there is no room to discuss the salvation of human life, at sea."

This is a characteristic letter written a good many years ago by that famous sea author, the late Mr. W. Clark Russell (father of Sir Herbert Russell, of Plymouth). It was one of many sent to Mr. Wm. Schermuly by the novelist, who, took the liveliest interest in all new life-saving devices and improvements.

The interest to-day lies in the fact that Mr. W. Schermuly is still inventing, and that the path of the inventor is not quite such a thorny and difficult one as it was in Mr. Clark Russell's days. A London representative of The Naval and Military Record had an interesting chat with Mr. Schermuly the other day. The inventor now lives at Sutton, in Surrey. As he spent his early manhood serving before the mast in the old sailing ships, he has many yarns to tell. If he has long ago degenerated into a land-lubber, the sea still has its old pull, and he has devoted a number of his years ashore to inventing, developing, and perfecting life-saving apparatus for the benefit of those luckless or adventurous mortals who still go down to the sea in ships.

He has recently devised a new line-throwing pistol of immense importance to the maritime world. It is a rocket apparatus in portable, convenient shape and size, and is the very thing that the Board of Trade and the shipping community at large have been hunting after for half a century. Mr. Schermuly's latest contrivance has been tested and approved by experts, and in a little while we may expect that all ships going to sea will be equipped with the pistol.

PISTOL THAT FIRES A ROCKET. The pistol is about two feet in length, and remarkably light, considering its purpose. It fires a steel rocket and carries a line 350 yards.

This line has a breaking strain of 4,000 lbs. and will hold an intermediate line, to which the heaviest type of hawser for towing or live-saving purposes can be attached. The great value of the invention is that the pistol can be fired from any position, even by a man standing up to his chest in the water or clinging to a life-buoy. So many lives have been lost in wrecks close for the lack of such a device as this, and so many ships, have gone to pieces within reach of help because small boats could not be launched in heavy seas, that experts say the invention will be the means of saving not only millions of pounds worth of ships and cargoes every year, but countless valuable lives. It makes the carrying of a line between ship and ship or ship and shore comparatively easy. That means that many a vessel may be towed to safety with her cargo and human freight, whereas otherwise she must become a total wreck.

Mr. Schermuly's first rocket invention was away back in 1887. It has taken him years to evolve the principle of adapting the rocket to the portable pistol. The problem is now solved, and the invention is being taken up very keenly by the Board of Trade, the Lifeboat Institution, and various shipping authorities.

THE PACIFIC CONFERENCE. According to the *Mainichi*, the Nippon Yusen Kaisha, Osaka Shosen Kaisha, and other shipping companies, taking seriously the inevitable collapse of the Pacific Homeward Conference in which they were formerly participants, have been holding meetings to discuss steps for maintaining the Conference, and have now arrived at a decision. This decision provides that each of the members should mortgage a proper security to the Conference, so that its foundations may be made firm and freight rates kept up. The *Mainichi* says that the rebate system which exists in other lines is prohibited on the American law, and that the basis of the Conference is therefore very flimsy and can readily be overturned. There is some room to doubt whether the Conference can be maintained by the present security mortgage system so strongly as by deferred rebates. But the real trouble on the Pacific is not the lack of a deferred rebate system. Complaints are made that certain shipping companies deliberately accept cargo at a lower rate than that agreed upon, the method being, of course, that of giving a secret rebate. Nothing can be proved, but the practice threatens to smash up the conference—by which, no doubt, shippers would benefit for a time at least. Of course a deferred rebate system might help, because there is always just a chance of the facts coming to light and then shippers would not care to run the risk of losing a big rebate, and so might be deaf to the charms of the "freight solicitor."

SHIPPING LIABILITY. The Government of India have asked the opinions of the Chambers of Commerce of the Dependency as to the suggestion of the Imperial Shipping Committee that uniform legislation, on the lines of the United States Harter Act, should be passed throughout the Empire. Under the Harter Act it is unlawful to insert in any bill of lading, any clause relieving the owner, or master, of a vessel carrying merchandise, between ports of the United States, or from such ports to foreign ports, from liability for loss or damage arising from negligence, fault, or failure, in proper loading, stowage, custody, care, or proper delivery of merchandise. Legislation on similar lines has been passed in Canada, in the Commonwealth of Australia, and in New Zealand. From the "Proceedings" of the Bengal Chamber, we learn that the Indian Chambers, including the Bengal Chamber, have expressed themselves in agreement with this proposal that legislation on the lines of the Harter Act should be adopted throughout the Empire.

GENERAL NOTES.

The Japanese s.s. "Fuki Maru," 2,451 tons, belonging to the Kishimoto Kisen Kaisha, and the O.S.K. s.s. "Konan Maru," collided off Mitsure, in the western entrance of the Shimoda Straits, on May 24. Both vessels were proceeding to Moji; they came into contact at the bows and were damaged, the "Fuki Maru" rather considerably.

One of the questions to be brought before the conference of the presidents of the meteorological observatories in Japan which is in session now, is a proposal to install a wireless telegraph at the marine meteorological observatory in Kobe which will enable the navigators to receive the wireless communications on the meteorological conditions of the instrument. The observatory will report three times a day the changes of meteorological phenomena to ships and vessels on the sea.

The Shanghai Customs revenue cruiser "Lubing" was lying at her moorings down the river a few days ago, with a strong tide running, when a sailor who was working in the rigging lost his hold and fell overboard. The shout for aid was immediately answered from different parts of the ship by two officers, Second Engineers A. S. Russell and V. B. Glover, who, each unknown to the other, immediately dived overboard, fully dressed, and swam to the man's aid. Between the two, the sailor was soon got back to safety, not much the worse for his experience.

Few ships have had their design altered so many times as have the bigger class of the Shipping Board "Seate" liners, yet even now they seem to be a very long way from satisfactory. The latest trouble is in the matter of ventilation, which was proved in the voyage out to the Pacific of the "Golden State" to be totally inefficient, and it is now necessary to remodel it from beginning to end. Many of the original faults of these ships were put right during the course of construction, but there seem to be still some awaiting discovery. At any rate, they are not likely to be in the machinery department, for ships which were designed for 17½ knots and do 20 on trial, can feel well satisfied with themselves.

In the Cunard report, which has been well received in the city despite the drop of over half a million in the profits for 1920 as compared with 1919, there is an interesting reference to the competition which had to be faced in the North Atlantic trade during the last half of 1920. The French companies were the greatest offenders, and certain American lines also took a share in the depressing tactics. At one time it was cheaper to ship goods to a Continental port and re-ship them to the United Kingdom. Any old boat was berthed and advertised as open to load cargo for the German and Dutch ports, grain at one time being shipped to the latter as low as 10 to 12 cents per 100 lbs. There is now a better understanding between the various companies, and an agreement as regards rates has been come to, but the threat of competition is not finished with by any manner of means. Of course, the general slump in trade also hit the Cunard rather badly, but the result is a good one all the same.

TO-DAY'S CABLES.

(Radio's Service to the China Mail)

GROWING CLAMOUR FOR RECOVERY.

GOVERNMENT'S PANIC MEASURES TO APPEASE OUTCRY.

GENERAL ELECTION MOST UNLIKELY THIS YEAR.

LONDON, June 9.

The prospects for a prolonged parliamentary session are increased by the Government's introduction of bills repealing the agriculture act, and amending the unemployment insurance act, as both are likely to be most controversial. Critics of the government declare the introduction of these measures was inspired by panic, in the hope of appeasing those opposed to waste. They believe that Erskine's capture of the supposedly safe seat of Westminster indicates that the electors are sick of the government's extravagance. The parlous condition of the country's finances is the theme of articles in the opposition journals, including a letter from Sir Godfrey Collins who recently crossed the floor of the House. The figures they quote include the following: Revenue to June 5, 1920, £256,000,000; June 4, 1921, £155,000,000; floating debt compared with last year increase of £51,500,000; expenditure decreased only £17,500,000 in two months; the revenue simultaneously decreasing \$100,750,000. The tendency of the floating debt to increase is regarded as a very serious factor impeding national financial recovery. Critics express the opinion that the Government is so scared by the growth of the demand for economy that a general election this year is most unlikely as the Premier would defer an appeal to the country until a more favourable occasion.

AUSTRALIAN CRICKETERS.

AN UNPOPULAR DECISION.

LONDON, June 9.

Much dissatisfaction has been aroused by the Australians' decision not to play on the day preceding the tests. The Australians wrote to the Yorkshire County Club asking it to eliminate the third day's play on July 22 in view of the fourth test at Manchester on July 23. The committee of the Sheffield United Football and Cricket Club whose ground at Bramall Lane was the venue of the match has decided to intimate to the Yorkshire Club that if the tourists insist on their attitude the Club must request the county authorities to declare the match off or arrange to have it played elsewhere.

IRISH AGITATOR IN U.S.A.

DEPARTMENT KNOWS BUT NEWSPAPERS MUSTN'T.

WASHINGTON, June 9.

The lawyers of O'Callaghan, an Irish agitator mentioned in messages in January, have given the labour department information as regards his whereabouts and plans but in the interests of justice the department regards the information as confidential. With the exception of a single appearance in March, O'Callaghan had completely disappeared since he landed.

TENNIS AT BECKENHAM.

THE JAPANESE WAS BEATEN.

LONDON, June 9.

A correction of yesterday's wire about tennis at Beckenham says Shimidzu was beaten by Hunter.

LONDON, June 9.

In the third round of the all-comers championship, Kingscote beat Kleinman of Singapore 6-2-6-2.

AUSTRALIAN PREMIER IN LONDON.

PESTERED BY PRESSMEN.

MILY H. UNUSUALLY RETICENT.

LONDON, June 9.

Mr. Hughes on arrival at Paddington was assailed by a torrent of Pressmen's questions. He declined to respond except in the case of the query whether he anticipated solid and lasting results to be forthcoming from the premiers' conference. He replied "Yes, I think I can go as far as that."

JAPANESE CROWN PRINCE.

ADMIRATION FOR PARIS.

PARIS, June 4.

The Municipal Council welcomed the Japanese Crown Prince at the City Hall. The President of the Council and the Prefect of the Seine district delivered addresses to which the Prince replied expressing admiration of the City and its monuments.—*Havas*.

COST OF LIVING IN FRANCE.

FOREIGNERS' COMPLAINTS OF OVERCHARGE TO BE HEARD.

PARIS, June 4.

Following energetic steps taken by the Government for reducing the cost of living the Minister for Food stated that any complaint by foreign visitors of overcharge by hotels or restaurants would receive immediate attention from the authorities.—*Havas*.

NOTICES.

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
 Haddocks,
 Kippers.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

THE DRAGON MOTOR CAR CO.

South China Agents for Locomobile, Mercer, Chandler, Cleveland, Hudson, Essex and Dodge Cars.

REDUCED RATES FOR MOTOR CAR HIRE.

Effective from this date we beg to announce reduced rates for motor car hire in Hongkong and Kowloon. Following are the new charges:-

SMALL CAR

Seating 4 besides chauffeur.....\$5 per hour
 Waiting.....\$1.00 per hour

LARGE CAR

Seating 6 besides chauffeur.....\$7 per hour
 Waiting.....\$1.50 per hour

LARGE CAR

Seating 6 besides chauffeur,
 Locomobile or Marmon cars.....\$8 per hour
 Waiting.....\$1.50 per hour

SEDAN (CLOSED) CAR

Seating 4 besides chauffeur.....\$6 per hour
 Waiting.....\$1.00 per hour

GARAGES

In Hongkong at 24 Des Voeux Road Central, and
 157-158 Praya East. Phone 482 & 3552.

In Kowloon at 26 Nathan Road. Phone 482 or K. 226.

PHONE, WRITE or CALL.

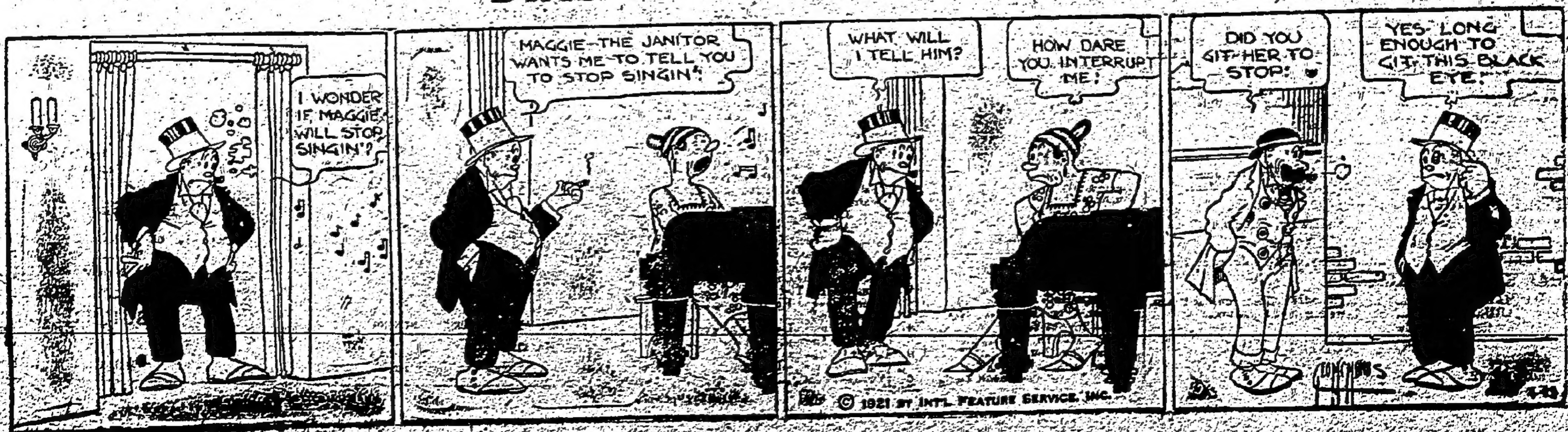
June 8th, 1921.

Help Nature to fortify
 your system. The food
 of the world. HORLICK'S
 MALTED MILK, a thorough
 digest, brain and body food in powdered
 form. Poor blood, depression and all nervous
 ailments are overcome by taking HORLICK'S
 Malted Milk. Made in a moment by the
 addition of a little water, hot or cold.
 Of all Chemists and Grocers.

**HORLICK'S
 MALTED
 MILK**

HORLICK'S MALTED MILK CO., Slough, Bucks, Eng.

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

June 12.	O.S.K.	Kaijo Maru.
14.	D.L.	Hailong.
14.	C.N.	Chuan.
15.	O.S.K.	Sosho Maru.
17.	D.L.	Hailong.

AMCOY.

June 12.	O.S.K.	Kaijo Maru.
14.	D.L.	Hailong.
16.	O.S.K.	Sosho Maru.
17.	D.L.	Hailong.

FOOCHOW.

June 14.	D.L.	Hailong.
15.	D.L.	Hailong.

SHANGHAI.

June 11.	P. & O.	Delta.
11.	C.N.	Chuan.
12.	J.C.L.	Typhoon.
13.	C.N.	Chuan.
14.	C.N.	Chuan.
15.	C.N.	Chuan.
16.	C.N.	Chuan.
17.	C.N.	Chuan.
18.	C.N.	Chuan.
19.	C.N.	Chuan.
20.	C.N.	Chuan.
21.	C.N.	Chuan.
22.	C.N.	Chuan.
23.	C.N.	Chuan.
24.	C.N.	Chuan.
25.	C.N.	Chuan.
26.	C.N.	Chuan.
27.	C.N.	Chuan.
28.	C.N.	Chuan.
29.	C.N.	Chuan.
30.	C.N.	Chuan.

WEIHAWEI AND CHEFOO.

June 13.	C.N.	Kueichow.
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TIENSIN.

June 11.	C.N.	Chuan.
13.	C.N.	Chuan.

NEWCHANG.

June 11.	C.N.	Chuan.
13.	C.N.	Chuan.

TSINGTAO.

June 11.	C.N.	Chuan.
13.	C.N.	Chuan.

PUKOW.

June 11.	C.N.	Chuan.
13.	C.N.	Chuan.

KEELUNG.

June 12.	O.S.K.	Kaijo Maru.
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TAKAO.

June 16.	O.S.K.	Sosho Maru.
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HAIPHONG AND HOIHOW.

June 13.	C.N.	Chuan.
15.	C.N.	Chuan.

SAIGON.

June 20.	A.L.	Glynn.
22.	M.M.	Paul Leat.
24.	A.L.	Cadastre.
26.	A.L.	Lake Onwa.

SINGAPORE.

June 20.	C.N.	Glynn.
22.	C.N.	Lake Onwa.
24.	C.N.	Nile.
26.	C.N.	Cadastre.
28.	C.N.	China Onwa.
30.	C.N.	Lake Onwa.

BANGKOK.

June 14.	C.N.	Chuan.
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PHILIPPINE ISLANDS, ETC.

June 12.	C.N.	Nanking.
14.	C.N.	Taming.
16.	C.N.	Protestant.
18.	C.N.	Tecner.
20.	C.N.	Typhoon.
22.	C.N.	Typhoon.
24.	C.N.	Typhoon.
26.	C.N.	Typhoon.
28.	C.N.	Typhoon.
30.	C.N.	Typhoon.

CEBU AND ILOILO.

June 14.	C.N.	Taming.
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IATA PORTS, ETC.

June 13.	J.C.L.	Typhoon.
15.	J.C.L.	Typhoon.
17.	J.C.L.	Typhoon.
19.	J.C.L.	Typhoon.
21.	J.C.L.	Typhoon.
23.	J.C.L.	Typhoon.
25.	J.C.L.	Typhoon.
27.	J.C.L.	Typhoon.
29.	J.C.L.	Typhoon.
31.	J.C.L.	Typhoon.

INDIAN PORTS, ETC.

June 11.	C.N.	Kwaiang.
13.	C.N.	Panda.
15.	C.N.	Panda.
17.	C.N.	Panda.
19.	C.N.	Panda.
21.	C.N.	Panda.
23.	C.N.	Panda.
25.	C.N.	Panda.
27.	C.N.	Panda.
29.	C.N.	Panda.
31.	C.N.	Panda.

BOMBAY AND COLOMBO.

June 11.	C.N.	Tatsoo Maru.
13.	C.N.	Dunera.
15.	C.N.	Calcutta Maru.
17.	C.N.	Kasado Maru.

AUSTRALIAN PORTS.

June 15.	A.O.	Taiwan.
17.	A.O.	Taiwan.
19.	A.O.	Taiwan.
21.	A.O.	Taiwan.
23.	A.O.	Taiwan.
25.	A.O.	Taiwan.
27.	A.O.	Taiwan.
29.	A.O.	Taiwan.
31.	A.O.	Taiwan.

SYDNEY AND MELBOURNE.

June 15.	A.O.	Taiwan.
17.	A.O.	Taiwan.
19.	A.O.	Taiwan.
21.	A.O.	Taiwan.
23.	A.O.	Taiwan.
25.	A.O.	Taiwan.
27.	A.O.	Taiwan.
29.	A.O.	Taiwan.
31.	A.O.	Taiwan.

JAPAN PORTS.

June 12.	C.N.	Typhoon.
14.	C.N.	Typhoon.
16.	C.N.	Typhoon.
18.	C.N.	Typhoon.
20.	C.N.	Typhoon.
22.	C.N.	Typhoon.
24.	C.N.	Typhoon.
26.	C.N.	Typhoon.
28.	C.N.	Typhoon.
30.	C.N.	Typhoon.

AMERICAN PORTS.

VANCOUVER.

June 11.	C.P.O.S.	Monteagle.
13.	C.P.O.S.	Empress of Russia.
15.	C.P.O.S.	Empress of Japan.
17.	C.P.O.S.	Empress of Asia.
19.	C.P.O.S.	Empress of Russia.
21.	C.P.O.S.	Empress of Japan.
23.	C.P.O.S.	Empress of Asia.
25.	C.P.O.S.	Empress of Russia.
27.	C.P.O.S.	Empress of Japan.
29.	C.P.O.S.	Empress of Asia.
31.	C.P.O.S.	Empress of Russia.

SEATTLE.

June 16.	O.S.K.	Alabama Maru.
18.	O.S.K.	Nidridge.
20.	O.S.K.	Westport.
22.	O.S.K.	Keystone State.
24.	O.S.K.	Keystone State.
26.	O.S.K.	Keystone State.
28.	O.S.K.	Keystone State.
30.	O.S.K.	Keystone State.

SAN FRANCISCO.

June 11.	P.M.	Colombia.
13.	P.M.	Siberia Maru.
15.	P.M.	Westport.
17.	P.M.	Keystone State.
19.	P.M.	Keystone State.
21.	P.M.	Keystone State.
23.	P.M.	Keystone State.
25.	P.M.	Keystone State.
27.	P.M.	Keystone State.
29.	P.M.	Keystone State.
31.	P.M.	Keystone State.

PORTLAND.

June 11.	A.L.	Pawlet.
13.	A.L.	Coast.

LOS ANGELES.

June 17.	S. & D.	Westport.
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VALPARAISO.

June 18.	N.Y.K.	Albatross.
20.	N.Y.K.	Albatross.
22.	N.Y.K.	Albatross.
24.	N.Y.K.	Albatross.
26.	N.Y.K.	Albatross.
28.	N.Y.K.	Albatross.
30.	N.Y.K.	Albatross.

NEW YORK.

June 11.	A.L.	Pawlet.
13.	A.L.	Coast.

EUROPEAN PORTS.

June 11.	A.L.	Pawlet.
13.	A.L.	Coast.

DURBAN AND CAPETOWN.

June 14.	O.S.K.	Canada Maru.
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TRIESTE.

June 13.	D.L.	M. S. Dollar.
15.	D.L.	City of Madras.
17.	D.L.	Decadence.
19.	D.L.	Ocean Monarch.
21.	D.L.	City of Norwich.
23.	D.L.	Robert Dollar.
25.	D.L.	Robert Dollar.
27.	D.L.	Robert Dollar.
29.	D.L.	Robert Dollar.
31.	D.L.	Robert Dollar.

MARSEILLES.

June 22.	M.M.	Paul Leat.
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LONDON.

June 13.	B.F.	Macdon.
15.	B.F.	Plasy.
17.	B.F.	Anchor.
19.	B.F.	Typhoon.
21.	B.F.	Glenlogie.
23.	B.F.	Siam Maru.
25.	B.F.	Shidra Maru.
27.	B.F.	Delta.
29.	B.F.	Glenlogie.
31.	B.F.	Meutur.

HAMBURG.

June 16.	H.E.A.L.	Alchiba.
18.	H.E.A.L.	Erie.
20.	H.E.A.L.	Rafja.
22.	H.E.A.L.	Tianchoek.

COPENHAGEN.

June 20.	E.A.	Perr.
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TEETHING TIME NEED NOT MEAN TEARS.

When baby's teeth are coming through is a time of worry to many mothers. The little one's gums become swollen and tender, he is cross, does not sleep well, is troubled with constipation, colic or diarrhoea, and sometimes even convulsions set in. During this period nothing can equal the use of Baby's Own Tablets. They regulate the bowels and stomach and make the teething so easy that the mother scarcely realizes baby is getting his teeth. These Tablets are equally beneficial and harmless to the youngest infant and the most robust child. They cure constipation, indigestion, colic, diarrhoea, teething fever and erupting worms. Baby's Own Tablets are to be had from chemists, also post free at 40 cents 4th class from "Dr. Williams' Medicine Co., 64, Southview Road, Elmhurst, N.Y., U.S.A."

PANKS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

CAPITAL U.S. \$ 4,000,000

RESERVE FUND U.S. \$ 1,489,000

HEAD OFFICE: NEW YORK

BRANCH: SHANGHAI

HEAD OFFICE FOR THE ORIENT: SHANGHAI

BRANCHES: CANTON, HANKOW, MANILA, TIENSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour	10 cents
Half hour	20 "
Three hours	70 "
Six hours	1.00
Day (8 a.m. to 8 p.m.)	1.50

II.—Beyond Victoria, with four Bearers.

Hour	0.60 cents
Three hours	1.80
Six hours	3.00
Day (8 a.m. to 8 p.m.)	4.50

III.—In the Hill District.

Quarter hour	0.30
Half hour	0.40
One hour	0.50
Two hours	0.80
Three hours	1.00
Six hours	1.50
Day (8 a.m. to 8 p.m.)	2.00

IV.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes	5 cents
Quarter hour	10 "
Half hour	15 "
One hour	20 "
Every subsequent hour	30 "

Note.—If the ricksha is engaged within the City of Victoria, and is discharged outside the Western part of the City of Victoria after 9 p.m., or is discharged to the East Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be charged.

VI.—In Kowloon.

Quarter hour	5 cents
Half hour	10 "
One hour	15 "
Every subsequent hour	20 "

III.—Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the hire causes the journey to take longer than	
4th mile	75 cents—1 hour.
single return	\$1.00—2 hours.
Beyond 4th to 5th mile	single return \$1.50—4 hours.
Beyond 5th to 6th mile	single return \$1.75—5 hours.
Beyond 6th to 7th mile	single return \$2.00—6 hours.
Beyond 7th to 8th mile	single return \$2.25—7 hours.
Beyond 8th to 9th mile	single return \$2.50—8 hours.

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

EXCHANGE.

Hongkong, June 10, 1921.

Bank Wire	2.64
On demand	2.64
30 days sight	2.74
4 months sight	2.74
Credit, 4 months sight	2.74
Documentary 4 months sight	2.74

On Paris

On demand	6.75
Credit, 4 months sight	6.75
Credit, 6 months sight	6.75

On New York

On demand	4.51
Credit, 60 days sight	5.12

On Bombay

Wire	1.98
On demand	1.98
On Singapore	1.11
On demand	1.11
On Hongkong	1.11
On demand	1.11
On Shanghai	1.11
On demand	1.11
On Yokohama	1.11
On demand	1.11
On London	1.11
On demand	1.11
On Calcutta	1.11
Wire	1.98
On demand	1.98
On Singapore	1.11
On demand	1.11
On Hongkong	1.11
On demand	1.11
On Shanghai	1.11
On demand	1.11
On Yokohama	1.11
On demand	1.11
On London	1.11
On demand	1.11
On Calcutta	1.11

On Calcutta

Wire	1.98
On demand	1.98
On Singapore	1.11
On demand	1.11
On Hongkong	1.11
On demand	1.11
On Shanghai	1.11
On demand	1.11
On Yokohama	1.11
On demand	1.11
On London	1.11
On demand	1.11
On Calcutta	1.11

